(4)

APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99 CBP04

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: *SPRINGFIELD TOWNSHIP* **CODE#** 061-*74121*

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** *09 / 11 / 2003*

CONTACT: *JOHN MUSSELMAN* **PHONE #** (513) *522-4004*

(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) *522-3704* **E-MAIL:** *musselmanj@springfieldtwp.org*

PROJECT NAME: STELLA MARIE STREET RECONSTRUCTION

SUBDIVISION TYPE
(Check Only 1)
__1. County
__2. City
X 3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
__1. Grant $ *512,000.00*
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
X 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ *880,000.00* **FUNDING REQUESTED:$** *512,000.00*

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$** 512,000 **LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**
RLP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**

(Check Only 1)
___State Capital Improvement Program
___Small Government Program
X Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2003 SEP 12 PM 1:19

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ *770,450.00*	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ *109,550.00*	
g.) TOTAL ESTIMATED COSTS:		$ *880,000.00*	

*List Additional Engineering Services here:

Service:	Cost:

1.2 **PROJECT FINANCIAL RESOURCES:**
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ *88,000* .00	*10-PERCENT*
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ *280,000* .00	*31.8-PERCENT*
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ *368,000* .00	*41.8-PERCENT*
d.)	OPWC Funds		
	1. Grant	$ *512,000* .00	*58.2-PERCENT*
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ *512,000* .00	*58.2-PERCENT*
e.)	TOTAL FINANCIAL RESOURCES:	$ *880,000* .00	*100 - PERCENT*

1.3 **AVAILABILITY OF LOCAL FUNDS:**

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

PLEASE SEE ATTACHED LETTER – STATUS OF FUNDS REPORT AND CDBG FUNDING RECOMMENDATIONS REPORT (FY2004)

ODOT PID# _____ **Sale Date:**
STATUS: (Check one)
Traditional
Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: *STELLA / MARIE STREET RECONSTRUCTION*

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

SPRINGFIELD TOWNSHIP, HAMILTON COUNTY
SECTION 25, TOWN 3, ENTIRE RANGE 1

PROJECT ZIP CODE: *45224*

B: PROJECT COMPONENTS:

- *INSTALLATION OF UNDERGROUND STORM SEWER SYSTEM with CURB INLETS*
- *EXISTING ROADWAY WILL BE REMOVED AND COMPLETELY RECONSTRUCTED TO FULL DEPTH (2 each of 3-inch layers of 304, with compaction between layers, 1 each 3-inch layer of 301, a 1 ½ inch leveling course of 448 asphalt, and a 1 ½ inch surface course of 448 asphalt.)*
- *INSTALLATION OF VERTICAL CURB AND GUTTER FOR THE ENTIRE LENGTH OF BOTH STREETS.*
- *STREETS WILL BE WIDENED TO 25-FOOT BACK OF CURB.*
- *COMPLETE REPLACEMENT OF EXISTING WATER MAIN AND HYDRANTS.*

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

STELLA AVENUE: 1003 LINEAL FEET IN LENGTH BY APPROX. 17 FEET WIDE
MARIE AVANUE: 1056 LINEAL FEET IN LENGTH BY APPROX. 17 FEET WIDE

Both Stella and Marie have relatively flat profiles, which allows water to collect on the roadway pavement, collect off the edge of the pavement, and flow across the pavement laterally. Neither street has a formal curb, although some very short sections of asphalt have been installed as a temporary answer to residence complaints to storm water eroding yards and sections of unpaved street right-of-way.

The lack of a full depth curb and gutter section, combined with the narrowness of these two streets, causes motorists to drive off the edge of the pavement, cracking and breaking off the unsupported pavement edge, damaging grass and vegetation, exposing the soil, and contributing to erosion. The majority of the pavement, on both streets, consists of patches, potholes, and large sections of alligator cracking (*see photos*). In addition, at most driveway entrances the pavement is at the same elevation as the driveway, leaving nothing to contain

the storm water within the roadway. At many locations, the lack of curb allows the storm water to run down the driveways (*see photos and attached video*). This condition also causes the collection of road debris in the low spots at the ends of the drives, as shown in the photos.

Furthermore, the broken pavement creates loose gravel that collects in many areas of the pavement and creates a hazard for motorists (*see photos*). There is also evidence of standing water (*see photo*), which creates a breeding ground for mosquitoes and other disease-carrying insect.

D: DESIGN SERVICE CAPACITY:
Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT *198* **Year:** *2003* **Projected ADT:** *198* **Year:** *2004*

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served: *66 HOMES*

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: *30* Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

PLEASE SEE ATTACHED STATEMENT, PREPARED BY JMA CONSULTANTS

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$_____.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$** *880,000* **.00**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	*09/15/2003*	*01/26/2004*
4.2	**Bid Advertisement and Award:**	*07/05/2004*	*08/16/2004*
4.3	**Construction:**	*08/30/2004*	*06/20/2005*
4.4	**Right-of-Way/Land Acquisition:**	*NA*	*NA*

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1	CHIEF EXECUTIVE OFFICER	*MS. GWEN MCFARLIN*
	TITLE	*PRESIDENT, SPRINGFIELD TOWNSHIP BOARD OF TRSUTEES*
	STREET	*9150 WINTON ROAD*
	CITY/ZIP	*CINCINNATI - 45231*
	PHONE	*(513) 522-1410*
	FAX	*(513) 729-0818*
	E-MAIL	*GMCFARLIN@SPRINGFIELDTWP.ORG*
5.2	CHIEF FINANCIAL OFFICER	*SAME AS ABOVE*
	TITLE	
	STREET	
	CITY/ZIP	
	PHONE	( )_____ -
	FAX	( )_____ -
	E-MAIL	
5.3	PROJECT MANAGER	*MR. JOHN MUSSELMAN*
	TITLE	*SERVICE DIRECTOR*
	STREET	*8375 WINTON ROAD*
	CITY/ZIP	*CINCINNATI - 45231*
	PHONE	*(513) 522-4004*
	FAX	*(513) 522-3704*
	E-MAIL	*MUSSELMANJ@SPRINGFIELDTWP.ORG*

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[X] **A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.** *LEGISLATION: SPRINGFIELD TOWNSHIP RECORD OF PROCEEDINGS*

[X] **A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.** *STATUS OF FUNDS REPORT*

[X] **A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.** *USEFUL LIFE / COST ESTIMATE*

[NA] **A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.**

[NA] **Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.**

[ ] **Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)**
WILL BE SENT AT A LATER DATE

[X] **Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.**

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

MS. GWEN MCFARLIN, PRESIDENT – SPRINGFIELD TOWNSHIP BOARD OF TRUSTEES

Certifying Representative (Type or Print Name and Title)

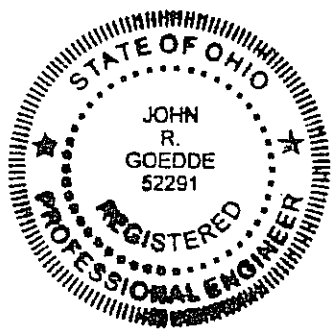
Gwen McFarlin 5/5/03

Signature/Date Signed

Marie Avenue

Preliminary Construction Cost Estimate

Item	Item Description	Unit	Est. Quantity	Unit Price	Amount
201	Clearing & Grubbing/Tree Removal	LS	1	5,000.00	5,000.00
202	Concrete Drive Apron Removed	SY	250	10.00	2,500.00
203	Excavation (to proposed subgrade)	CY	1,500	20.00	30,000.00
203	Undercut, Remove & Replace	CY	300	30.00	9,000.00
301	Bituminous Aggregate Base	CY	240	80.00	19,200.00
301	Bituminous Aggregate Base (drives)	CY	80	130.00	10,400.00
304	Aggregate Base	CY	480	40.00	19,200.00
403	Asphalt Concrete (leveling)	CY	80	80.00	6,400.00
404	Asphalt Concrete (surface)	CY	120	80.00	9,600.00
404	Asphalt Concrete (drives)	CY	25	130.00	3,250.00
452	Concrete Drive Apron	SY	250	40.00	10,000.00
602	Concrete Headwall	LS	1	2,000.00	2,000.00
603	12"-15" Conduit	LF	500	40.00	20,000.00
603	18"-24" Conduit	LF	500	60.00	30,000.00
604	Catch Basin, CB-3	EA	8	2,500.00	20,000.00
604	Manhole, MH-3	EA	5	2,000.00	10,000.00
604	Sanitary Manhole (reconstruct to grade)	EA	5	500.00	2,500.00
609	Concrete Curb & Gutter	LF	2,200	12.00	26,400.00
614	Maintain Traffic	LS	1	15,000.00	15,000.00
623	Construction Layout Stakes	LS	1	8,000.00	8,000.00
653	Topsoil Furnished & Placed	CY	200	30.00	6,000.00
659	Seeding & Mulching	SY	2,000	1.00	2,000.00
*SPL	Utility Adjustments (water line and appurtenances)	LS	1	120,000.00	120,000.00



Sub-Total	**$386,450.00**
15% ± Contingencies	**53,550.00**
TOTAL (Marie Avenue)	**$440,000.00**

*Contingency Item

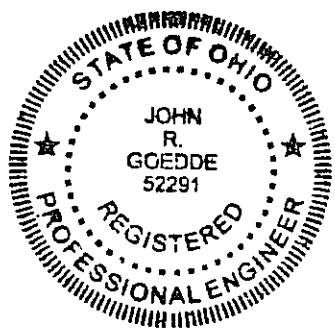
I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.

JOHN R. GOEDDE, P.E.

Stella Avenue

Preliminary Construction Cost Estimate

Item	Item Description	Unit	Est. Quantity	Unit Price	Amount
201	Clearing & Grubbing/Tree Removal	LS	1	5,000.00	5,000.00
202	Concrete Drive Apron Removed	SY	250	10.00	2,500.00
203	Excavation (to proposed subgrade)	CY	1,500	20.00	30,000.00
203	Undercut, Remove & Replace	CY	300	30.00	9,000.00
301	Bituminous Aggregate Base	CY	230	80.00	18,400.00
301	Bituminous Aggregate Base (drives)	CY	100	130.00	13,000.00
304	Aggregate Base	CY	460	40.00	18,400.00
403	Asphalt Concrete (leveling)	CY	80	80.00	6,400.00
404	Asphalt Concrete (surface)	CY	115	80.00	9,200.00
404	Asphalt Concrete (drives)	CY	30	130.00	3,900.00
452	Concrete Drive Apron	SY	250	40.00	10,000.00
602	Concrete Headwall	LS	1	2,000.00	2,000.00
603	12"-15" Conduit	LF	1,000	40.00	40,000.00
603	18"-24" Conduit	LF	200	60.00	12,000.00
604	Catch Basin, CB-3	EA	6	2,500.00	15,000.00
604	Manhole, MH-3	EA	5	2,000.00	10,000.00
604	Sanitary Manhole (reconstruct to grade)	EA	6	500.00	3,000.00
609	Concrete Curb & Gutter	LF	2,100	12.00	25,200.00
614	Maintain Traffic	LS	1	15,000.00	15,000.00
623	Construction Layout Stakes	LS	1	8,000.00	8,000.00
653	Topsoil Furnished & Placed	CY	200	30.00	6,000.00
659	Seeding & Mulching	SY	2,000	1.00	2,000.00
*SPL	Utility Adjustments (water line and appurtenances)	LS	1	120,000.00	120,000.00



Sub-Total	**$384,000.00**
15% ± Contingencies	**56,000.00**
TOTAL (Stella Avenue)	**$440,000.00**

*Contingency Item

I HEREBY CERTIFY THIS TO BE AN ACCURATE ESTIMATE OF THE PROPOSED PROJECT.
THE USEFUL LIFE OF THIS PROJECT IS 30 YEARS.

JOHN R. GOEDDE, P.E.

SPRINGFIELD TOWNSHIP
HAMILTON COUNTY, OHIO
Founded 1795
SERVICE DEPARTMENT
8375 WINTON ROAD • CINCINNATI, OHIO 45231
Phone 522-4004 • Fax 522-3704

September 4, 2003

STATUS OF FUNDS REPORT

OTHER PUBLIC REVENUES

Project: STELLA AND MARIE STREET RECONSTRUCTION

Attached to this document is a spreadsheet from Hamilton County Community Development. It shows that we have been awarded $280,000.00 to be used as other matching funds on the Stella-Marie Street Reconstruction Project.

SPRINGFIELD TOWNSHIP

Service Director: _____

John Musselman
Service Director

	Project Requests	Recommended Funding 2003	2004	2005
CITY OF ST. BERNARD				
1. Vine Street Corridor Improvements	90,000		90,000	
CITY OF SHARONVILLE				
1. Golden View Acres	147,300		90,000	
CITY OF SILVERTON				
1. Silverton/Home/South Ave. Improvements	210,000			150,000
CITY OF SPRINGDALE				
1. Springdale Park Subdivision Improvements	221,138	100,000		
2. Springdale Park Subdivision Improvement Phase 2	236,031			
SPRINGFIELD TOWNSHIP				
1. West College Hill Neighborhood Services	120,000	40,000	40,000	40,000
2. Stella-Marie Street Reconstruction	880,000		280,000	
3. Sevenhills Street Reconstruction	330,000			

HAMILTON COUNTY, OHIO
Founded 1795

ADMINISTRATION

9150 WINTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-1410
Fax (513) 729-0818
www.springfieldtwp.org

September 11, 2003

STATUS OF FUNDS REPORT

Project: STELLA / MARIE STREET RECONSTRUCTION

This is to certify that the sum of *$88,000.00* is available as the local matching funds in connection with Springfield Township's application for State Capital Improvement Funds for the above-mentioned project.

The source of the local match will be Springfield Township Funds. Local matching funds have been encumbered and will be certified upon completion of the Project Agreement with the Ohio Public Works Commission.

SPRINGFIELD TOWNSHIP

Chief Executive Officer: Gwen M McFarlin
GWEN MCFARLIN
TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

Chief Financial Officer: Gwen M McFarlin
GWEN MCFARLIN
TRUSTEE, BOARD OF TOWNSHIP TRUSTEES

- ***Finance Officer:***

Project Applications:

Mr. Honerlaw made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Applications. Mr. Bryan seconded and the motion carried.

Project Agreements:

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Finance Officer for the purpose of signing OPWC and SCIP Project Agreements. Mr. Honerlaw seconded and the motion carried.

- ***Chief Executive Officer:***

Mr. Bryan made a Motion to appoint Gwen McFarlin as the Chief Executive Officer for the purpose of signing grant documents. Mr. Honerlaw seconded and the motion carried.

- ***Clerk Authorization:***

Mr. Honerlaw made a Motion authorizing the Clerk to invest in certificates of deposit when funds are available. Mr. Bryan seconded and the motion carried.

- ***Administrators Report:***

  - **Contracts:**

Township Administrator Michael Hinnenkamp requested a Motion to approve 3-year contracts for the Administrator, Police Chief, Fire Chief, Service Director, and Development Services Director. Mr. Hinnenkamp added that this contract will be the same as the previous year and that the Administrator, Police Chief, Fire Chief, and Service Director have a year remaining on the current contract. Mr. Hinnenkamp noted that the FOP contracts were renewed this year and for simplification purposes, he requested that the FOP and Department Head contracts be due at the same time. Mr. Honerlaw made a Motion to approve the 3-year contracts for the Administrator, Police Chief, Fire Chief, Service Director, and Development Services Director beginning January 1, 2003 and ending December 31, 2005. Mr. Bryan seconded and the roll call was as follows:

Mr. Bryan, aye Mr. Honerlaw, aye Ms. McFarlin, aye

  - **Compensation Review:**

Mr. Hinnenkamp requested a motion to approve the 2003 Salary Adjustments. Mr. Hinnenkamp added that these salaries were discussed in work sessions in early December and no official action was taken during these work sessions. Mr. Honerlaw made a Motion to approve the salary adjustments for 2003. Mr. Bryan seconded and the Motion carried.

HAMILTON COUNTY, OHIO
Founded 1795

ADMINISTRATION

9150 WINTON ROAD
CINCINNATI, OHIO 45231
Phone (513) 522-1410
Fax (513) 729-0818
www.springfieldtwp.org

September 11, 2003

USER CERTIFICATION

Project: STELLA / MARIE STREET RECONSTRUCTION

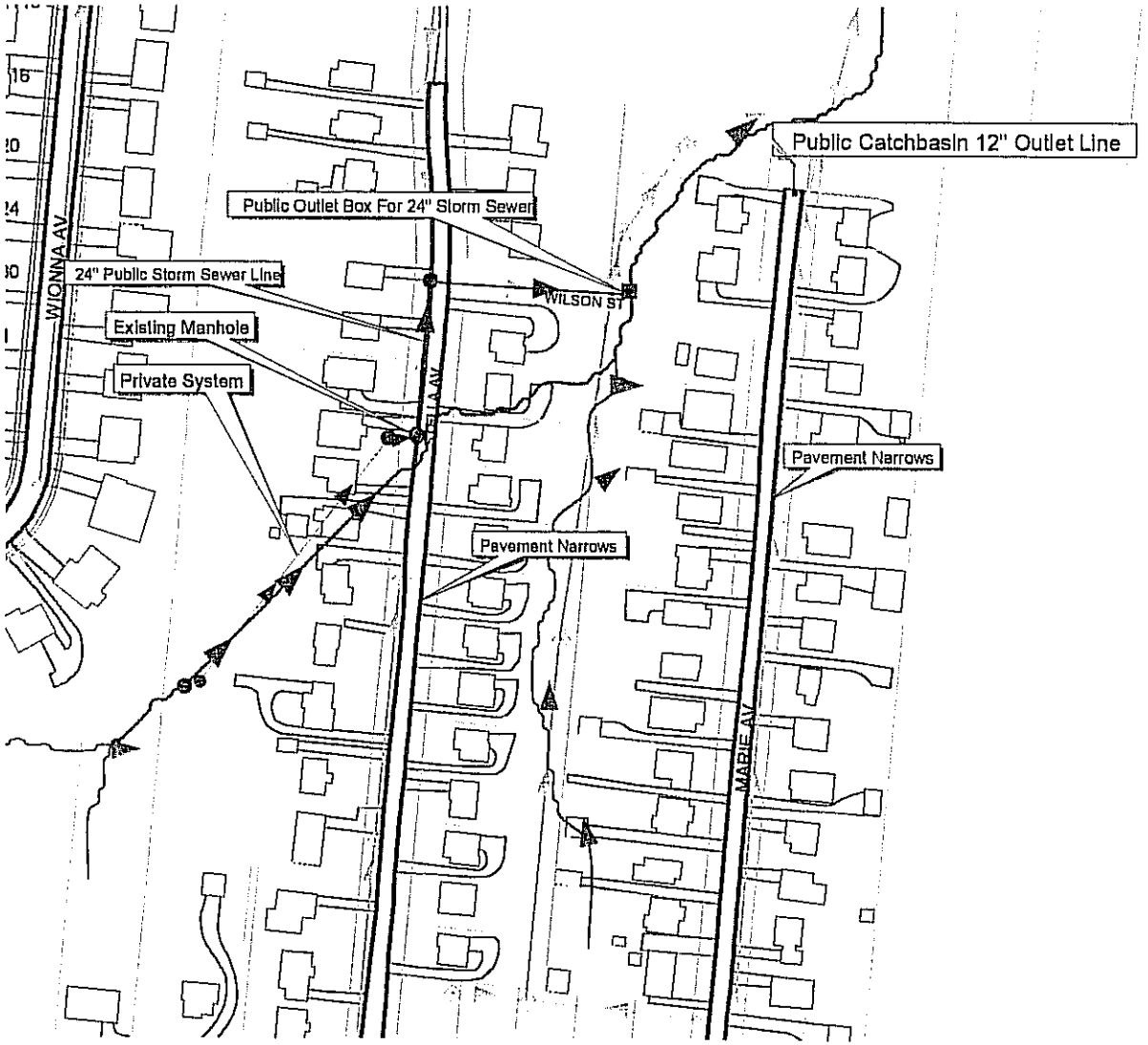
This is to certify that, to the best of my knowledge, the traffic data included in this application is correct.

SPRINGFIELD TOWNSHIP

Chief Executive Officer: Gwen M McFarlin

GWEN MCFARLIN
PRESIDENT, BOARD OF TOWNSHIP TRUSTEES

Stella & Marie



- Public Storm Sewer Line 24"
- Public Storm Sewer MH
- **Smu_node.shp**
- **Smu_line.shp**

Hamilton County Stream Network

- **1**
- **2**
- **3**
- **4**
- **5**
- **6**
- **7**
- **8**

- **Parcel Polygons**
- **Buildings**
- **Sidewalks**
- **Pavement**
- **Sewers**
- **Sewer Manholes**
- **Driveways**

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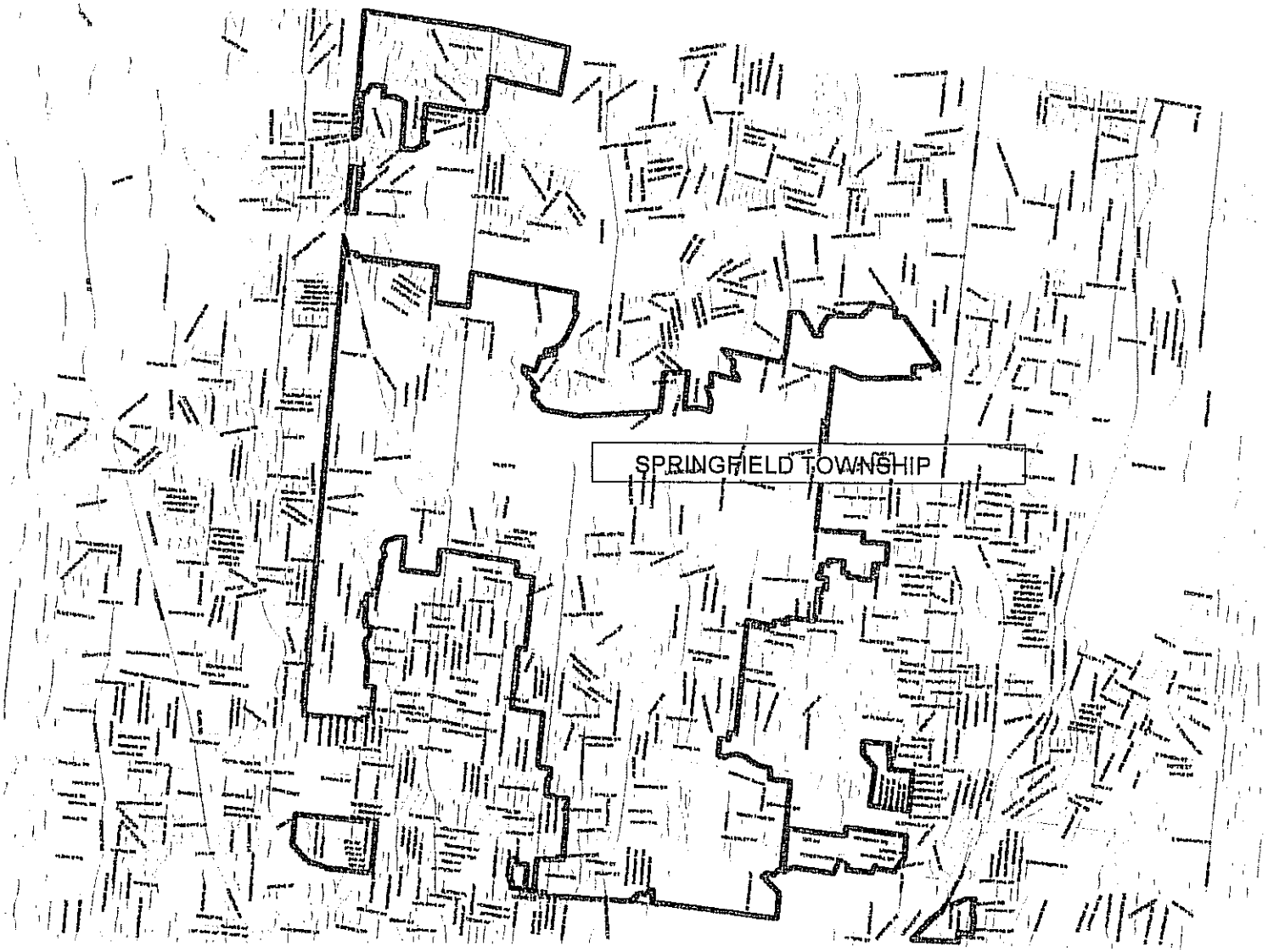
W E
S

Springfield Township



Streets

Stella Avenue & Marie Avenue

Parcel Polygons
Buildings
Parking
Sidewalks
Pavement
Driveways

N
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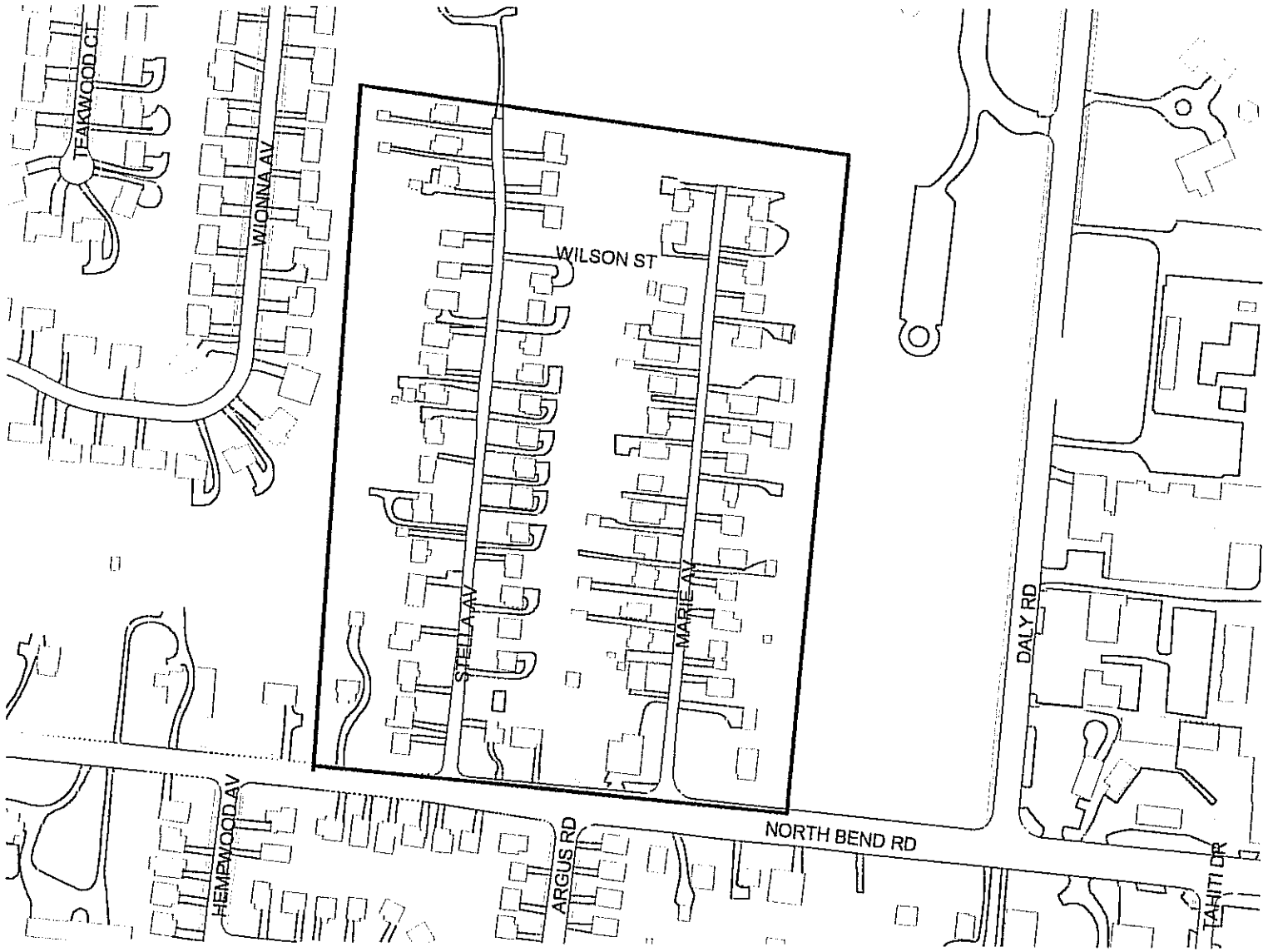
Stella Avenue & Marie Avenue



Parcel Polygons
Buildings
Parking
Sidewalks
Pavement
Driveways

N
W E
S

ADDITIONAL SUPPORT INFORMATION

For Program Year 2004 (July 1, 2004 through June 30, 2005), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X___NO (ANSWER REQUIRED)
Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Both of these streets, Stella and Marie, are over 50 years old, and were accepted by the Hamilton County Commissioners in 1950 (*Attachment #1A – Street Acceptance Cards*). All of the roads within Springfield Township's jurisdiction were last evaluated in 2002, by WaveTech-Geovision, an independent firm hired by the Township. The results of WaveTech-Geovision's analysis were then inputted into Carte-Graph's Pavement View Plus, pavement management program, which we use to rate the condition of our pavement. Attached is a copy of a condition report generated for Mr. Mike Hinnenkamp, Springfield Township's Administrator, that shows Stella and Marie rate an "Overall Condition Index" of 25 and a 22 respectively, which puts them among the very worst streets in our network (*Attachment #1B – Pavement Condition Report*).

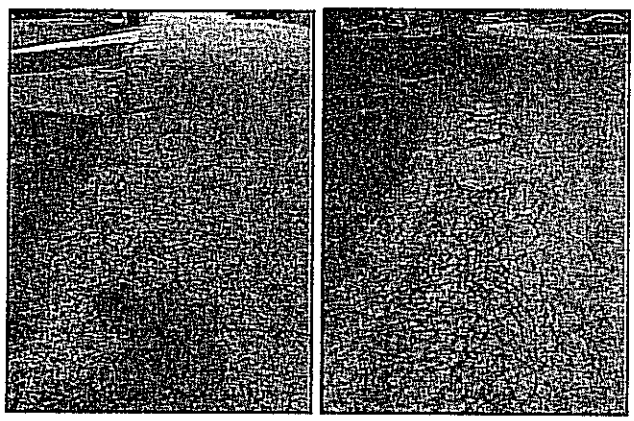
These streets are of substandard width. This project proposes widening each street to a width of 25-feet (back of curb). It is of the opinion of the Township that widening the streets to 25-feet will be sufficient given the proximity of the houses to the pavement and the residents on these streets will only suffer more by widening the streets to 28-feet (back of curb) – the current County standard.

The water main on Stella was installed in 1925 and will be replaced with this project due to its age. The main on Marie has an unknown installation date, but maintenance activity and evidence of corrosion holes are both present. Both mains would be upgraded to 8-inch mains, to provide additional capacity to the area and increase flow to fire hydrants, as indicated in the attached letter from Cincinnati Water Works (*Attachment #1C – Letter from Cincinnati Water Works*).

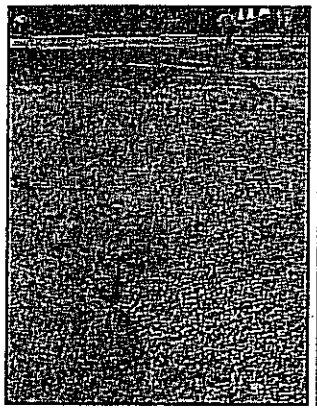
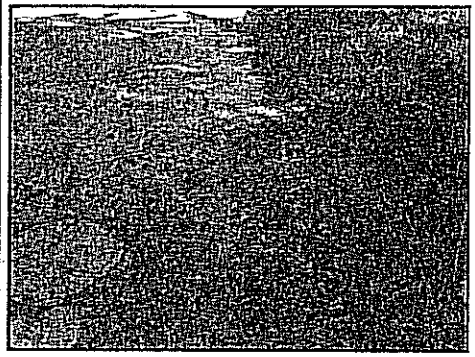
Marie Avenue has only one public drainage basin at its northernmost terminus. Because of this, all remaining water must flow down the roadway, off the pavement edge into front yards, seeking its own drainage course *(instead of being directed into curb inlets as would be provided as a part of this project)*. Stella Avenue has a short section (150-feet) of undocumented storm pipe which currently appears to only serve a few private connections and whatever water that flows through the holes in the manhole lid. The rest of the storm water on Stella runs uncontrolled. The enclosed video, labeled "Stella Storm Pipe from 9-8-03, " shows that the pipe has multiple cracks and sever joint separations that allow the storm water to escape the confines of the pipe and flow into the surrounding soils. This leads to erosion of the pipe bedding, allowing for further settlement of the pipe and separation of the joints, which can ultimately lead to surface failures.

The enclosed photos show the following:

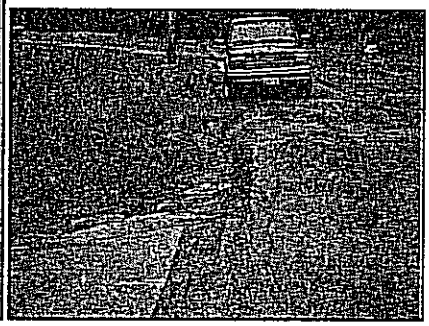
- Severe alligator cracking present on both streets.
- The severe patching situation, with patches overlapping previous patches.
- Numerous areas where loose gravel accumulates, creating driving hazards for motorists.
- With no curb, the pavement edge is unsupported, allowing it to crack and break off.
- The narrowness of the pavement causes motorists to park on the pavement edge and just off the pavement edge (which presses the soil below the pavement edge so it no longer supports the pavement edge), and this pavement edge which is not supported by a curb, is subject to severe cracking and is breaking off in many locations and is shown in attached photos.
- In some areas on these streets, residents have placed concrete blocks behind the pavement edge in an attempt to discourage cars parking on the unpaved portion just off the pavement edge. The concrete block will be eliminated and no longer will be a necessity with the addition of the vertical curb portion of this project.



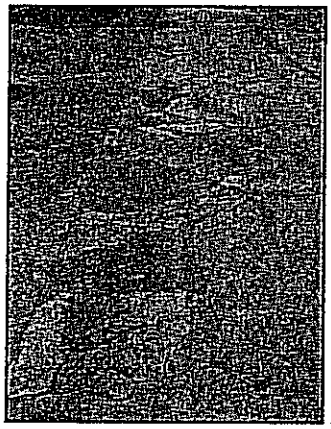
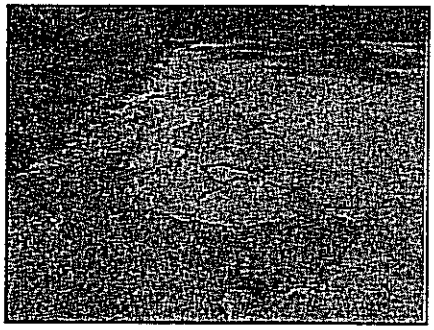
"alligator cracking"

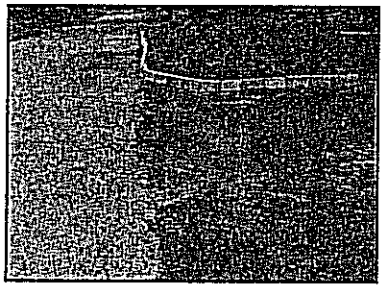
"loose gravel"

"broken edges and contributors"

"sever patching"




"concrete parking blocks"

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Please refer to the letter submitted by Fire Captain, Mark Thurman. He cites the narrowness of the two roads as an impediment to their Fire and EMS crews ability to respond as quickly as possible to residents along these streets. This project will widen the roadway and in the opinion of Fire Captain Thurman, increase their ability to respond more safely, and more quickly.

The narrow road width is also an impediment to snow and ice removal during the winter months. These streets have on-street parking, due to the limited amount of driveway parking, which further reduces the amount of room available for snow plows to maneuver:

Street width = 17-feet
Snow plows = 9-feet wide (smallest)
Leaving 8-feet of roadway which is usually occupied by parked vehicles

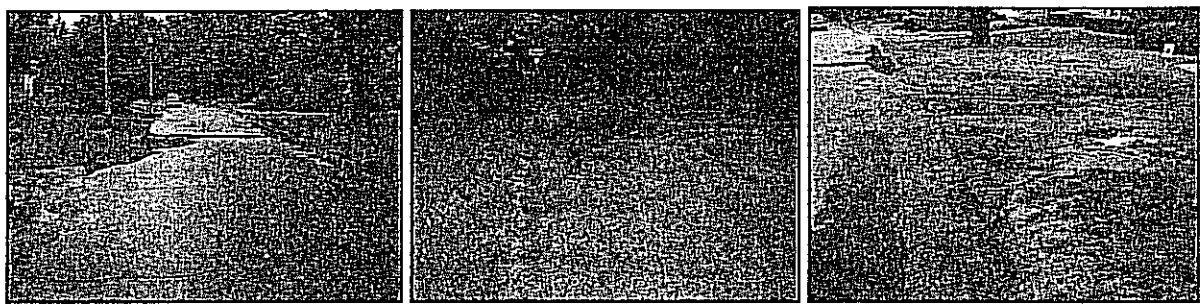
The safety issues associated with Stella and Marie also focus on the hazards that are created through the poor physical condition of the road. Safety on these two streets will be enhanced through the elimination of potential road hazards such as potholes, loose gravel, and standing water *(all road hazards have been photographed and documented throughout this application)*. In addition, the concrete parking blocks that are sporadically placed on the streets, generate complaints from surrounding property owners and residents *(Attachment #2A – Example: Resident Complaint)*.

The entire roadway that exists today will be removed and rebuilt. The wider pavement surface will ease maneuvering of vehicles and allow opposing vehicles to safely pass one another, and in general no longer will motorists be required to veer out of their travel lanes to avoid ice patches from ponding water or potholes.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

As part of the Stella / Marie Reconstruction, curb and gutter will be installed. A new underground storm sewer system with curb inlets will also be installed to eliminate water standing and ponding in the roadway and in front yards. Currently the lack of an adequate storm drainage system results in frequent ponding of water in the road, and even in light rain the lack of profile and storm sewer causes water to flood portions of roadway. The new storm drainage system, combined with the correct pavement profile, will allow the pavement on these streets to properly drain, keep runoff from traveling on the pavement, and reduce ponding (a known attraction for mosquitoes and potential disease carrying insect).



"ponding and standing water"

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 ***STELLA / MARIE RECONSTRUCTION PROJECT***

Priority 2 ***PINNEY LANE RECONSTRUCTION PROJECT***

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No ___*X*___ Yes _____ If yes, what user fees and/or assessments will be utilized?

---

6) **Economic Growth – How will the completed project enhance economic growth**

Give a statement of the projects effect on the economic growth of the service area (be specific).

The Stella / Marie Reconstruction Project is not designed to directly promote economic growth. However, the overall reconstruction of the streets and addition of a storm drainage system will prevent property values from declining in this neighborhood. Improved streets and drainage will encourage people to stay in the neighborhood, potentially stimulate reinvestment in property, and generally improve the appearance and value of the neighborhood.

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7) **Matching Funds - <u>LOCAL</u>**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) **Matching Funds - <u>OTHER</u>**

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by August 29 of this year for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

$280,000 –COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS – FY2004

9) **Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?**

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

One of the major elements of this project is widening the road from its existing 17-foot width to a width of 25-feet (back of curb). The wider road width will allow safer passage of vehicles traveling these streets, and will allow fire and EMS equipment faster, easier, and safer access to residents on these streets *(as previously reference is attached letter)*.

In addition, the reconstructed roadway will eliminate loose gravel, potholes, and standing water, which are all known traffic hazards.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS ___*NA*___ Proposed LOS ___*NA*___

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months *1 ½ MONTHS*

a.) Are preliminary plans or engineering completed? Yes ____ No *X* N/A ____

b.) Are detailed construction plans completed? Yes ____ No *X* N/A ____

c.) Are all utility coordination's completed? Yes ____ No *X* N/A ____

d.) Are all right-of-way and easements acquired (if applicable)? Yes ____ No ____ N/A *X*

If no, how many parcels needed for project? ____ Of these, how many are: Takes ____

Temporary ____

Permanent ____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. ***5 MONTHS FROM 9-30-2003***.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Stella / Marie Reconstruction Project is not designed to have a regional influence.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

NA

Will the ban be removed after the project is completed? Yes _____ No _____ N/A __X__

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT __198__ X 1.20 = __238__ Users

Water/Sewer: Homes __66__ X 4.00 = __264__ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax __X__

Infrastructure Levy __X__ Specify type __*SPRINGFIELD TOWNSHIP ROAD LEVY*__

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 18 - PROGRAM YEAR 2004
PROJECT SELECTION CRITERIA
JULY 1, 2004 TO JUNE 30, 2005

NAME OF APPLICANT: SPRINGFIELD TOWNSHIP

NAME OF PROJECT: STELLA / MARIE RECONSTRUCTION

RATING TEAM: 3

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system. All changes to the Rating System are italicized.

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

23

25 - Failed
(23) - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

0

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

ACCESSABLE FOR FIRE & EMS SNOW PLOW LANE

Appeal Score _____

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

10

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

ELIMINATE SPRING WATER TO BASEMENTS

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

20

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments? 10

(10) No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions). 0

10 – The project will directly secure significant new employment
7 - The project will directly secure new employment
5 – The project will secure new employment
3 – The project will permit more development
(0) The project will not impact development

Appeal Score _____

7) Matching Funds - LOCAL 2

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
(2) 10% to 19.99%
0 – Less than 10%

8) Matching Funds - OTHER 0

10 – 50% or higher
8 – 40% to 49.99%
(6) 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions) 4

10 - Project design is for future demand. FIRE Dept. has trouble gaining access to residents for possible emergency
8 - Project design is for partial future demand.
(6) Project design is for current demand.
(4) Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score _____

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects) 5

(5) Will be under contract by December 31, 2004 and no delinquent projects in Rounds 15 & 16
3 - Will be under contract by March 31, 2005 and/or one delinquent project in Rounds 15 & 16
0 - Will not be under contract by March 31, 2005 and/or more than one delinquent project in Rounds 15 & 16

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions) 2

10 - Major impact
8 -
6 - Moderate impact
4 -
(2) Minimal or no impact

Appeal Score _____

12) What is the overall economic health of the jurisdiction?

10

(10) Points
8 Points
6 Points
4 Points
2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) – Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
(3) - 3,999 and under

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

(5) Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 3 – Health

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? **In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.**

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10 .	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and status of design plans as demonstrated by the applying jurisdiction and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Note: the District 2 Integrating Committee adopted this rating system on May 2, 2003.